

B. F. TAYLOR,  
Steamer.

Lighters and Steam Launches  
Supplied.

ILIOLO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sole Agents for the  
UNITED ASBESTOS CO.,

LIMITED, LONDON.

DODWELL & CO., LIMITED,

General Managers.

NEW SERIES No. 1843. 日七月四日七十二精光

MONDAY, JUNE 3, 1901.

一月

號三月六英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIEN TSU. NEWCHWANG.  
LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS BANK, LTD.  
THE UNION BANK OF LONDON, LTD.  
HONGKONG BRANCH.—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" 6 " 4 "  
" 3 " 3 "  
TARO HODSUMI,  
Manager.

Hongkong, 17th April, 1901. [11]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND:—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$3,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
R. SHEWAN, Esq., Chairman.  
The Hon. J. J. KESWICK, Deputy Chairman.  
A. Haupt, Esq.  
D. M. Moses, Esq. N. A. Siebs, Esq.  
A. J. Raymond, Esq. H. W. Slade, Esq.  
R. L. Richardson, Esq. H. E. Tomkins, Esq.  
H. Schubart, Esq. Paul Witkowski, Esq.  
CHIEF MANAGER:  
Hongkong—Sir THOMAS JACKSON,  
MANAGER:

Shanghai—H. M. BEVIS, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.  
For 6 months, 3% per cent. per annum.  
For 12 months, 4% per cent. per annum.

T. JACKSON,  
Chief Manager.

Hongkong, 29th April, 1901. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3% PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:  
CANTON. PEKING.  
CHEFOO. PENANG.  
CHINKIANG. SINGAPORE.  
CHUNKING. TIENSIN.  
HANKOW.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum Fixed Deposits for 3 months

4% " " 6 " 3 "

5% " " 12 " 6 "

E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1901. [14]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHARE  
HOLDERS ..... £800,000

RESERVE FUND ..... £575,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 "

3 " 2 "

T. P. COCHRANE,  
p. Manager.

Hongkong, 22nd May, 1901. [35]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq. C. E. Evans, Esq.

Chow Tung Shang, Esq. J. T. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%.

Hongkong, 20th December, 1899. [8]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

55.50 C. Cask of 375 lbs. Net ex Factory.

53.30 Bag of 250 lbs.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 1st June, 1901. [10]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR STEAMERS. CAPTAINS TO SKIL REMARKS  
SHANGHAI, MOJI, Java ..... G. W. Gordon, R. N. R. 2 P.M., 4th June Freight or Passage.  
LONDON, &c. Coramont, F. W. Vibert, R. N. R. Noon, 8th June Freight or Passage.  
MARSEILLES and LONDON Socotra ..... H. Hide, R. N. R. About 15th June Freight only.  
LONDON, Japan ..... C. C. Talbot, R. N. R. About 29th June Freight or Passage.  
(See Special Advertisement.)

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 3rd June, 1901.

[15]

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

HAMBURG, Hamburg-Amerika Linie ..... THURSDAY, 13th June.

SACHSEN, Hamburg-Amerika Linie ..... THURSDAY, 27th June.

KIAUTSCHOU, Hamburg-Amerika Linie ..... THURSDAY, 11th July.

BAVARIA ..... THURSDAY, 25th July.

STUTTGART ..... THURSDAY, 8th August.

KONIG ALBERT ..... THURSDAY, 5th September.

PRINZESS IRENE ..... THURSDAY, 19th September.

PRINZ HEINRICH ..... WEDNESDAY, 2nd October.

PREUSSEN ..... WEDNESDAY, 16th October.

SACHSEN, Hamburg-Amerika Linie ..... WEDNESDAY, 30th October.

KIAUTSCHOU, Hamburg-Amerika Linie ..... WEDNESDAY, 13th November.

BAVARIA ..... WEDNESDAY, 27th November.

THURSDAY, 13th December.

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HAMBURG, Hamburg-Amerika Linie ..... THURSDAY, 13th June.

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PRINZ HEINRICH ..... WEDNESDAY, 2nd October.

PREUSSEN ..... WEDNESDAY, 16th October.

To-day's  
Advertisements.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF JOHN DUPREE, FORMERLY OF KUANG, IN THE PROVINCE OF KIANG SI, IN THE EMPIRE OF CHINA, ASSISTANT EXAMINER IN THE CHINESE IMPERIAL MARITIME CUSTOMS, AND LATE OF VICTORIA, HONGKONG ..... Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 8 of Ordinance No. 3 of 1897, made an Order limiting to the 1st day of AUGUST, 1901, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said Date.

Dated this 3rd day of June, 1901.

J. W. NORTON-KYSHE, Official Administrator.

THE NEED  
OF  
MUNICIPAL FREEDOM  
IN  
HONGKONG.  
By  
"SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at LOCAL NEWS AGENTS and H. RUTTONJI'S KOWLOON STORE, Hongkong, 3rd June, 1901. [590c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.  
"YUENSANG." Captain Rolfe, will be despatched as above on THURSDAY, the 6th instant, at 1 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd June, 1901. [591c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"PERLA." Captain Geo. Blaxland, will be despatched as above on FRIDAY, the 7th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 3rd June, 1901. [592c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSWI VIA SWATOW & AMOY.

THE Company's Steamship.  
"DAIHIN MARU." Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 9th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd June, 1901. [593c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship.

"JAVA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be shifted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 9th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 3rd June, 1901. [594c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship.

"CHINGWO," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 10 A.M. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHESON & CO., Agents.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (B. HOUGHTON & CO.) (Nearly opposite the HONGKONG HOTEL).

Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of Eye Strain ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

from ordinary sanitary obligations. It will be hopeless to expect to bring them to a fitting sense of their responsibilities.

Our Bugbear.

We think that in Hongkong there is a great deal too much attention paid to Chinese superstition and custom. We cannot force them to do this, and we cannot force them to do that and the other must be left undone because it might offend their delicate susceptibilities. In fact the Chinese are pandored to upon every possible occasion, and they have grown to learn that if they want to have their own way they have only got to agitate to get it, whether they happen to be in the right or in the wrong. We are always being told that if such and such measures were enforced they would drive the Chinese away from the Colony. This is all twaddle.

In Australia and America the Chinaman has to submit to much more than he does in Hongkong, yet both of these countries have had to legislate to prevent the whole of their lands being crowded out with Chinese. As a matter of fact the Chinaman goes wherever he can make money, and he has no more objection to conforming to the laws of the country in which he happens to be resident than any other sensible man. He sees that he has to do so if he wishes to prosper, and the result is that the bugbears of old custom and superstition do not exist for him once he enters these territories.

In Hongkong matters are different. In the old days of the Factories at Canton it was found necessary to pander to the Chinese in everything, for the merchants were not strong enough in themselves to offer a determined resistance. They lived on Chinese soil and they could not expect to have matters all their own way. And we are sorry to say that matters have not changed much for the better in the last sixty years, although we are on British instead of Chinese soil. The bugbear of frightening away the Chinese is ever being held over the heads of our officials and they, foolishly, believe in it. Hongkong is a British Colony, and therefore every man who comes to it should be content to submit quietly to British rule. There is not even the excuse to put forward that our Chinese population is composed of British subjects. In all probability, not one Chinaman in a thousand of those now resident in Hongkong is a British subject or has any desire of becoming one. And these are the people for whom this stupid agitation is being carried on. For them we maintain a Registrar General whose duty it is to prevent their being imposed upon in any way. In other words we pay more attention to the protection of aliens than we do to that of our own subjects.

And these people are represented upon the Sanitary Board and the Legislative Council, too. What would be said in England, we should like to know, if the French, German, Russian, Swiss, Italian and all other Foreign communities of London wished to be represented in the British Parliament? Such a proposition would be laughed at the world over, yet such an utter absurdity exists in Hongkong and is, so far as we are able to see, likely to continue to exist. In India matters are very different. There the natives are British subjects one and all, and are therefore entitled to representation. Here we grant representation to aliens to an equal extent with Britishers, and we maintain that the whole affair is absurd.

What we want here is a Government which would have the courage of its own opinions as opposed to the Chinese. Of course we shall be told that such an institution would drive away our Chinese population, but that, as we said before, is so much twaddle. If the Chinese will flock to towns under French and Russian rule, where they do not enjoy one-half of the liberties that they would under a firm and sensible British Government that did not, pander to their every whim, we do not see that there can be any danger of their being driven from the Colony. Let Hongkong be run by the British Colony run by the Chinese for the Chinese brought to an end.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY, Hongkong.

BIRTHS.

On the 22nd of May, at Penang, the wife of F. T. KINDELL, of a son.

On the 23rd of May, at Sanda, Tulluk Blangah, the wife of J. S. RONERTSON of a daughter.

On the 26th of May, at Soochow, the wife of Rev. J. A. G. SHIPPER, of the Methodist Episcopal Church, South Mission, of a son.

MARRIAGE.

On the 23rd of May, at St. George's Church, Penang, by the Acting Colonial Chaplain, ANTHONY S. WIGLEY, of Singapore, only son of J. Wigley, Esq., of Manchester, to EDITH MARY, second daughter of F. S. Phillips, Esq., J. P. of Pendleton, Lancashire.

DEATH.

At Calcutta, on Sunday, 12th May, MALCOLM DUNCAN KINMONTH, aged nine months, infant son of J. K. Mercantile Bank of India.

REUTER'S TELEGRAMS.

WEATHER REPORT.

The Observatory report says:

On the 2nd at 11.45 a.m. the barometer has fallen slightly on the China coast, except in the South, risen a little in the S. Philippines. A depression is probably situated near S.W. Japan, and a low pressure trough seems to be lying across the middle part of the China Sea and extending Eastwards over the Pacific. Gradients slight for N.E. winds on the China coast.

Forecast:—Moderate N.E. winds; fair.

On the 3rd at 11.30 a.m. the barometer has risen on the E. and S.E. coasts of China. The depression in the North is probably moving N.E. across Japan, and the low pressure trough, probably in about 17° Lat., still lies across the China Sea and Eastwards to the Pacific. Pressure is high over the N.E. coast of China. Gradients slight to moderate for N.E. winds; fair to showery.

WEATHER REPORT.

THE Hon. Treasurer of the Alice Memorial and Nethersol Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

A Patient ..... \$10  
J. G. P. ..... 6

A CORRESPONDENT writes calling the attention of the police to the small beggars plying in Queen's Road. One in particular, a chit of a girl with another small mite on her back, is very persistent. Could not the people responsible for these children be traced and punished?

H. M. S. "Hermione" returned from firing yesterday and the "Algerine" went out for that purpose this morning.

THE French mail is not expected till Wednesday morning, having been delayed at Saigon. She left that port yesterday.

MANILA papers state the last week or so there have been more foreign visitors there than have arrived for many months past.

Why did the Mitsui Bussan Kaisha choose two such similar names for their new boats as "Daijin Maru" and "Daigai Maru"? There is sure to be some confusion over them.

THE cotton-wool snow storm was in full force outside the City Hall this morning and we noticed several Chinese urchins collecting the cotton as fast as it fell. It makes capital stuffing for beds, pillows or cushion.

The return of cases of communicable disease reported as occurring in the Colony during the week ended 1st June shows:—Bubonic Plague, 215 cases, 207 deaths, of which all but 54 cases were from the City; Enteric Fever, two cases; Small-pox, one case, one death.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

THE s.s. "Simongan," now in dock undergoing a thorough overhaul, will be ready for sea in about three weeks time; when she will proceed to Java. Captain Farrel will be in command and Mr. Hill goes as chief engineer. These gentlemen were in the "Macchia," lately acquired by the Norddeutscher Lloyd Co., and we congratulate and wish them all luck in their new appointment.

It is really remarkable how easily criminals can elude justice. Nearly, if not quite, a week ago a warrant was taken out against a certain European of the beaucheron persuasion, and although the man is still in the country he has managed to elude the police up to date. A record of how he has managed to accomplish this feat in a place the size of Hongkong would be interesting.

What we want here is a Government which would have the courage of its own opinions as opposed to the Chinese. Of course we shall be told that such an institution would drive away our Chinese population, but that, as we said before, is so much twaddle.

On the 22nd of May, at St. Louis Hospital on Saturday the 18th ult. It seems that the unfortunate man felt ill during the morning and was in consequence conveyed to the hospital, where it was at once seen that he was suffering from cholera in its most serious form. This was, we understand, the late Captain's first trip to Bangkok, he having been previously employed on the China coast. The funeral took place on Sunday evening at the Protestant Cemetery, the Rev. J. B. Dunlap officiating.

We would call the attention of our readers to the advertisement re the pamphlet on "The Need of Municipal Reform in Hongkong" by Scrutator, which appears elsewhere. We have received a copy of the pamphlet, which is got up in the same good style as others issued by our morning contemporary. The series of articles should certainly be read by everybody interested in Hongkong and are well worthy of serious consideration and attention. There has been a good deal of conjecture as to Scrutator's identity and many well-known names have been mentioned in connection with this *nom de plume*. In a short prefatory note, Scrutator reveals himself, and those desirous of becoming cognisant of his real identity have only to buy a copy of the pamphlet.

We regret, says the *Siam Observer*, to announce that Captain Rehqual, of the s.s. "Mongku," died from cholera in the St. Louis Hospital on Saturday the 18th ult.

It seems that the unfortunate man felt ill during the morning and was in consequence conveyed to the hospital, where it was at once seen that he was suffering from cholera in its most serious form. This was, we understand, the late Captain's first trip to Bangkok, he having been previously employed on the China coast. The funeral took place on Sunday evening at the Protestant Cemetery, the Rev. J. B. Dunlap officiating.

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journeys, and fined \$100 for 2 months' hard labour each.

DRINK AGAIN.

Cheung Fuk and Chan Tse were on a fine old razzle in Des Vouex Road on Sunday morning, ending in being charged this morning. They were each fined \$5 or 14 days. They had enough left to pay up.

THE HAPPY SHIP "JAVA."

Malbok Luckhet was charged by the 4th Engineer of the s.s. *Java* with having assaulted him.

The complainant stated he was struck with a hammer and a stick, but did not strike the defendant. Malbok went to gaol for one month.

Suleyman Almas was charged with assaulting Mr. F. S. Wilds chief engineer of the s.s. *Java*.

The defendant deposed:—He was called down to the engine room to see about one of the tubes of the boiler, and ordered the rigging up of a tackle. It was carelessly done and it struck me on the ear. The defendant came up with a shovel and struck me on the back. He also threatened to cut my head off. It took four men to hold him down. The defendant stated the complainant abused him.

One month's hard labour for defendant.

STEALING CLOTHING.

Chan Shick Kee, coolie, had no defence against the charge of stealing clothing, and went inside for three weeks' hard labour.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

THE DUMPING OF BODIES.

To the Editor of the "Hongkong Telegraph":

DEAR SIR,—It is all very well for Q.E.F. to suggest the cremation of all plague corpses found dumped in the streets, but how is he going to cremate them? We have no crematorium here yet, although Dr. Clark recommended the establishment of one so far back as September 1898, if I am not mistaken.

I am perfectly at one with Q.E.F. as regards the necessity for adopting some drastic measures to prevent the dumping of bodies, but I do not see how fifteen to twenty bodies a day cremated without a could be crematorium.

I may mention that the few bodies of Hindus which are now cremated near Morrison Hill prove a nuisance to the neighbourhood, and for my own part I would be inclined to suggest taking the bodies well out to sea and dumping them overboard.

It is a pity that we have no vultures here. Had we those useful birds all plague bodies found in the streets could be put on Channel Rocks or one of the outlying islands and their bones would be picked clean in a few hours.

Cannot somebody be found to bring forward some suggestion for the disposal of these bodies that would be horribly repugnant to the Chinese? Let this be done in the Council or the Sanitary Board and I think that an end would be put to the dumping at once.

I am thoroughly disgusted with the way in which the Chinese Members of the Sanitary Board and Legislative Council are allowed to oppose every sanitary measure proposed. This directly encourages their countrymen to resist the Sanitary Authorities. As for those sickly sentimental Europeans who support them, the sooner they take out Chinese naturalization papers and grow queues the better it will please.

Yours faithfully,  
COMMON SENSE.  
Hongkong, June 3rd, 1901.

To the Editor of the "Hongkong Telegraph":

DEAR SIR,—Your correspondent Disgusted is a young man. He seems to consider it a form of respect for the dead to dump the body into the street, leaving it to be buried at other people's expense in a *mausoleum* grave, or, as in a case brought to the police court the other day of a man clearing out of a house with all his belongings, leaving behind the corpse of a woman dead from plague.

If this custom of dumping plague corpses to the imminent danger of the living be *referred*, or something of a very different name, it should be prohibited by every possible means, even if we have to strike at the two vulnerable points of a Chinese man that is his pocket and his superstitions. So with regard to these respecters of the dumped body, fine them if they can be traced, and burn the body.

It will be time enough for Mr. Disgusted to talk about deserting European dead when they begin to drop them into the streets to escape the ordinary expenses of a funeral and also to prevent their houses being put into a cleanly state.

The report at the Central Police Station was eighteen bodies dumped in the streets on Saturday night, so if we take it at the low average of five persons cognisant of each body being no go rid of, we have ninety Chinese showing their peculiar form of respect for their dead friends and relatives.

Under the circumstances, Mr. Editor, will you allow me to change my former signature Q. E. F. to

Yours, etc.,

Q. E. D.

Hongkong, June 3rd, 1901.

STONE BREAKING.

To the Editor of the "Hongkong Telegraph":

SIR,—I should like to know what our Authorities are about. Yesterday I nearly had my eye knocked out by a splinter from a chunk of granite which a Chinaman was chipping on the footpath without any screen put up for the protection of passers by, whatever. Policemen were constantly passing along and taking no notice whatever of this dangerous nuisance. Why is such a thing allowed to occur in a British Colony?

Yours truly,

GLOBE-TROTTER.

Hongkong, June 3rd, 1901.

Globe-trotter, if he stays here long enough, will learn that such a query is beyond even the Editor of the *Hongkong Telegraph*. We wish we knew why a good many much more important nuisances than stone breaking on the public footpath were allowed to go on unchecked.—Ed. *H. K. T.*

EXECISE OFFICERS.

To the Editor of the "Hongkong Telegraph":

SIR,—I notice in your Friday's paper a report of a case between an Excise Officer and a Police Detective. It seems the Excise man attempted to search the Detective and he resisted—result: cross summons. Now, Sir, the point is this. Is any employee of the Opium Farmer legally entitled to bail up and search any man he meets in the street, and thinks fit so to do? It seems a monstrous thing to me. But alas, we live in Hongkong and that explains a lot of monstrous things.

I remain Sir,

Yours truly,

IN DOUBT.

Hongkong, June 3rd, 1901.

NOTICE TO MARINERS.

We have received the following notices for publication:—

GOVERNMENT NOTIFICATION.—No. 311. The following Order in Council is published.

By Command,  
T. SERCONDE SMITH,  
Acting Colonial Secretary,  
Colonial Secretary's Office,  
Hongkong, 30th May, 1901.

ORDER.

Made by the Governor in Council under section 27 (5) of the Merchant Shipping Consolidation Ordinance, 1891, this 23rd day of May, 1901.

HONGKONG HARBOUR.

The line of bearing forming the Southern limit of the Northern Fairway is "The Breakwater in Causeway Bay open of Kelley's Island bearing E.S.E." not as given in the Port Regulations and Ordinance No. 26 of 1891.

The Western end of the Central Fairway will be marked by two buoys painted red and white horizontal stripes. This Fairway is defined by two lines of buoys running in an E.S. Easterly direction.

The Southern line of buoys will all be painted black and numbered with uneven numbers commencing from the Fairway buoy.

The Northern line of buoys will all be painted red and numbered with even numbers commencing from the Fairway buoy.

Council Chamber, R. F. JOHNSTON, Acting Clerk of Councils.

THE PLAGUE.

Number of cases reported (Chinese) 920 up till noon of the 1st Other Asiatics 23 Europeans 13 June, 1901.

Number of cases reported (Chinese) 53 Europeans 53 during the past 48 hours Other Asiatics 4 Europeans 4

Total number of cases reported to date 1,013

Number of deaths reported (Chinese) 875 up till noon of the 1st Other Asiatics 16 Europeans 5 June, 1901.

Number of deaths reported (Chinese) 47 Other Asiatics 2 during the past 48 hours Europeans 0

Total number of deaths recorded to date 945

Since noon on Saturday last the cases and deaths are:—

Cases Chinese 53

" Other Asiatics 4

" Europeans 0

Total 57

Deaths Chinese 47

" Other Asiatics 2

" Europeans 0

Total 49

The plague returns for last week were:—

Cases Chinese 215

" Deaths 207

The returns for 1st June, 1894, were:—

Total deaths to date 744

New cases in previous 24 hours 81

Deaths in previous 24 hours 72

Patients under treatment 172

The plague returns for last week were:—

Cases Chinese 215

" Deaths 207

The returns for 1st June, 1894, were:—

Total deaths to date 744

New cases in previous 24 hours 81

Deaths in previous 24 hours 72

Patients under treatment 172

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Mails.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.  
STEAMERS.

		SAILING DATES.
TOSA MARU	YOKOHAMA (DIRECT)	FRIDAY, 7th June, at Noon.
S. J. G. Parsons	KOBE and YOKOHAMA	FRIDAY, 14th June, at Daylight.
KANAGAWA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 10th June, at 4 P.M.
J. Mackenzie	U.S.A. via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at Daylight.
KAGA MARU*	MARSEILLES, LONDON & BAR-	FRIDAY, 14th June, at Daylight.
J. W. Ekstrand.	ROW, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	MONDAY, 10th June, at Daylight.
SHINANO MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
J. E. P. Cook.	KOBE and YOKOHAMA	TUESDAY, 21st June, at Daylight.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKO-	FRIDAY, 21st June, at Noon.
K. Kuri	HAMA	FRIDAY, 21st June, at Noon.
SADO MARU	NAGASAKI, KOBE and YOKO-	FRIDAY, 21st June, at Noon.
W. Thompson	HAMA	FRIDAY, 21st June, at Noon.
YAWATA MARU	NAGASAKI, KOBE and YOKO-	FRIDAY, 21st June, at Noon.
A. E. Moses	HAMA	FRIDAY, 21st June, at Noon.
MUKE MARU	BOMIAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
M. Yagi	WERP, VIA SINGAPORE, PEKING and PORT SAID	FRIDAY, 21st June, at Daylight.
HITACHI MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
G. Anderson		
ROSETTA MARU		
N. Tate		

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 1st June, 1901.

TOYO KISEN KAISHA, NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons Captains. Proposed Sailings.

Braemar 3,601 W. Watt June 7  
Duke of Fife 3,821 J. S. Cox June 28  
Olympia 2,837 J. Truebridge July 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 48 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 28th May, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CORONADEL"

Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day previous to sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 28th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPIRA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for PORTLAND (OR.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further information communicate with, or apply to ALLAN CAMERON, General Agent.

or to DODWELL & CO., LIMITED.

1001

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HILLGLEN" 14th June.

"LOWTHER CASTLE" about 17th July.

"HEATHBURN" about 17th July.

"HUDSON" Mayer.

"JUPITER" Schmidt.

"SATSUMA" Calling at MANILA.

For Freight and further Information, apply to DODWELL & CO., LIMITED.

1001

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU" TUESDAY, 18th June, at Noon.

"COPTIC" THURSDAY, 27th June, at Noon.

"CITY OF PEKING" SATURDAY, 13th July, at Noon.

"GAELIC" TUESDAY, 23rd July, at Noon.

"CHINA" TUESDAY, 6th August, at Noon.

"DORIC" THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct Railways.

Passengers holding Orders for CHICAGO, the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

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Passengers holding Orders for CH

## A NEW GUINEA VENTURE.

It has just been announced, says a recent *Torres Strait Pilot*, that the Hall Sound Company recently formed for the purpose of acquiring one hundred thousand acres of land in the Central Division of British New Guinea is likely to be wound up at an early date. The reason assigned is that the directors are disgusted with the stationary attitude of the New Guinea Government. The land was applied for about May last year and it was generally understood that no obstacles stood in the way of granting it, but up to the present time only 5000 acres have been granted to the company and the Government has not even taken the trouble to ascertain if the remainder (95,000 acres) is available or not. Admitting that Governor Le Hunt met with unexpected and unreasonable opposition in the contributing colonies, he should certainly have made himself acquainted with the nature of the remaining 95,000 acres of land desired by the company. The company have so far established a depot in the most suitable part of Hall Sound, and at Ainaidaw a large quantity of the 5000 acres has been cleared and fenced, and about 20 acres are under tobacco and corn cultivation. Astonishing results have followed the planting of tobacco, some of the Fly River plants put in two months ago having leaves 22 by 16 inches. Corn, vegetables, &c., are growing splendidly, and Mr. Goss, the manager, can show excellent results for every penny expended. About 8 natives have hitherto been employed, and in view of the company being wound up, hands are being reduced. The Company made a genuine start, and if they received the remaining 95,000 acres it would mean the expenditure of at least £50,000 which could not fail to benefit the people generally. If the agricultural resources of this possession are ever to be developed, the present system of Government will need to be considerably altered.

## SIR ROBERT HART ON CHINESE AFFAIRS.

Sir Robert Hart is in great fettle over the recent Chinese Imperial edict. "With the Emperor at the helm," he says, "and the Empire-Dowager supplying the motive-power prestige conserves, the ship of State will take a new departure, and the order of the day will be full-steam ahead." There is something pathetic in this simple faith. The Emperor at the helm! Imagination pictures a sickly and unhappy youth with a tiller under his arm which is not meant to move. Put the Dowager-Empress as the motive-power is very much to the point. That industrious old lady converted into terms of steam power would make any ship of State plough the waters at the speed of an Atlantic liner. But one is not so sure of the direction the ship would take, says the *Pall Mall Gazette*.

## THE BELLEVILLE BOILER COMMITTEE'S REPORT.

## FRENCH NAVAL ENGINEER'S VIEWS.

The interim report of the Admiralty Boiler Committee is discussed by M. Le Guenec, an engineer of the French Navy in the *Marine Francaise*. It is not to be denied, he says, that the adoption of a single type of boiler would preclude the British Admiralty from taking advantage of the progress of mechanical science, and it is conceivable that some other boiler might give better results than the Belleville. By deciding not to employ this particular class of boiler, the Admiralty is placed in a singular situation, either of delaying the completion of the new ships or choosing from among the types of boilers it recommends. The true policy would have been to adopt a class of boiler which had been tried under service conditions, but M. Le Guenec thinks that, of the four boilers, two have not been tried, while the third, the Durr, is totally unknown in England. He does not consider that the Yarrow large-tube boiler has yet passed the experimental stage; and he remarks, with the authority of the Boiler Committee, that the Babcock and Wilcox boiler, which is to be placed in certain new vessels, is of a different kind from that which has been tried in the *Sheldrake*. In regard to the Durr boiler, he says that it has been tried lately in Austria, with such results that it has been condemned, and that it is still under trial in Germany with undetermined results. In short, M. Le Guenec thinks that the Boiler Committee has not taken account of the necessity of having boilers which have been proved in the conditions of actual service. He suggests that the introduction of a new form of the Babcock and Wilcox boiler implies that its predecessor was not satisfactory. It is his opinion that the type presents many disadvantages as compared with the Belleville. In the latter there is a certain elasticity, while in the Babcock and Wilcox the tubes are rigidly fixed and are rapidly worn out owing to the want of means for dilatation. He believes that this American boiler is inferior to the others for naval purposes, and that the replacing of tubes in a long and difficult business, a contrast thus being offered both to the Belleville and the Nichaux. The D'Allest boiler is described as possessing considerable analogies with the Babcock and Wilcox, in regard to circulation and the method of fixing the tubes. It caused several accidents in the French navy, the most unfortunate having been in the *Jaurkerry*, when the lives of several stokers were lost. The French Admiralty decided thereupon to reject this class of boiler, and to suppress it in the ships not too far advanced, and it paid a heavy indemnity to the constructors. Finally, M. Le Guenec remarks that the Boiler Committee has greatly surprised the engineering world, for the boiler it has condemned has given in other navies results which may be considered satisfactory. —P. M. G.

## A MARRIAGE RAFFLE.

NEW YORK, April 22nd. Dr. R. D. Jenks, a handsome young bachelor physician, will raffle himself off in a matrimonial lottery. From two to three thousand tickets will be sold at \$5 per chance. Here is his proposition:

"I have been ten years in the country, I am 28 years old. I worked hard, passed the regents examination and entered Cornell Medical School. By working during vacations, doing tutoring and other tasks, I managed to support myself until I sat my doctor's diploma. Now I want to marry, settle down and begin practicing in a proper manner. I have not the necessary money, so I thought out the marrying plan by raffle. This is my scheme. There will be a few necessary restrictions. They are these:

"The women must be between 20 and 30 years.

"They must not be cripples or afflicted with any incurable disease.

"The contest is not open to negroes, but there are no restrictions as to religious belief or nationality."

The doctor's picture is presented in the *World*.

## ARTIFICIAL FLESH.

The *Daily Telegraph* (London) says a Viennese surgeon has been experimenting with views to remove external bodily defects, wrinkles and cavities in the skin, etc., and thus disgusts the process.

Dr. Gersuny's experiments are purely professional, and have nothing to do with cosmetics. But though Dr. Gersuny restricts himself to medical operations, there is a great possibility of his discovery becoming extremely useful in other directions. The doctor's idea, for instance, was to restore to its original form a badly injured nose, or to fill up a sunken cheek caused by the removal of the jaw. In such operations his discovery has been highly successful. The doctor takes a syringe, such as that used for injecting morphine, fills it with medicinal paraffin heated to a certain degree, and injects it beneath the skin into the hollow cavity till this is rounded to its original form. The paraffin fixes itself firmly beneath the epidermis and remains immovable. Very little unpleasantness is caused to the patient by this operation, and all Dr. Gersuny's attempts up to the present have succeeded."

Another report of the Gersuny discovery says:

"The professor published an account of his experiments at the very commencement, and since then he has become very expert in injecting vaseline, with very satisfactory results. It has been proved that paraffin, when melted to 40° Celsius, and injected beneath the skin, remains quiet, causing no local irritation. Gersuny occasionally uses this injection to form a small swelling, and he obtained very successful results with the obturator muscles by forming a sort of valvular flap when the former were lost, which proved a valuable substitute for them. He found it also extremely useful in relaxing stiff muscles and in improving the articulation in cases of the so-called wolf's jaw, or open split in the roof of the mouth. It has still to be ascertained whether Dr. Gersuny's discovery can be made useful for beautifying the human face, as up to the present the paraffin hardens after injection, forming no soft flexible support. The professor himself strictly confines these injections to surgical cases."

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

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Armistead, Miss A. J.  
Anderson, R. A. J.  
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Aher, J.  
Ayathe, G.  
Allan, Mrs. W. J.  
Andrew, Miss  
Anderson, Mrs.  
Bryan, M. R.  
Bird, W. B. M.  
Bastcherly, M. de  
Barton, A. L. L.  
Buissonne, W. T.  
Benhan,  
Burroughs, Miss  
Byron, A. C.  
Boorou, J. E.  
Bodemeyer, H. H.  
Burden, A.  
Chapman, W. M.  
Cardridge, J.  
Cowie, E. H.  
Calleson, Capt. V.  
Cahill, G.  
Cooke, L. F.  
Graig, J.  
Chaves, L. L.  
Carrington, J. C.  
Cuncin, Mrs.  
Colwell, G. J.  
Citherow, E. C.  
Croule, Mrs.  
Costa, M. J.  
Causson, A.  
Cruz, D. R.  
Cary, H. F.  
Dannenberg, Miss E.  
Darlington, H.  
Dauet, ewich, P.  
Dunbar, T. E.  
Deas, W. P.  
Davis, A.  
Dean, F.  
Dabson, W. H.  
Donells,  
Drake, Mrs. F. G.  
Eitzel, L. L.  
Elkins, S. B.  
Edmunds, H. W. S.  
Evans, D. A.  
Evans, W. A.  
Evans, Mrs.  
Egeman, Capt.  
Emery, P. E.  
Frieburg, S. S.  
Frobis, G.  
Freeman, Miss V. W.  
French, Mrs.  
Fui, J. P.  
Foot, Capt. F.  
Fagen  
Flint, O. M.  
Frost, E. P.  
Forrest, Miss A.  
Goel, T.  
George, J.  
Grant, J. K.  
Grunstein, B.  
Gomes, J.  
Greenwood, T.  
Green, Mrs. G.  
Garrett, S.  
Grimes, J. B.  
Gordon, J. A.  
Grant, A.  
Gloretta, A. P.  
Goodwin, H.  
Hardy, R. J.  
Hache, H.  
Hoag, P. V.  
Hooley, P. F. G.  
Havermeyer, F. C.  
Huby, G.  
Harrison, Mrs. P.  
Hamilton, Mrs. H.  
Hallard, F. J.  
Heacock, A.  
Hay, Rev. N. E.  
Hark, G.  
Hill, B.  
Hendersen, W. L.  
Heaney, Mis.  
Hawley, W. L.  
Hokata, C.  
Harding, H. G.  
Hastic, J.  
Harper, K. H.  
Harwood, T.  
Hughes, Mrs.  
Hughes, C.  
Humeats, T. C. W.  
Hertel, H. B.  
Johnson, J.  
Jeffries, Rev. M.  
Josiano, S.  
Jor, A. (Sailor)  
Junking, C. M.

Jannat  
Jann, Mrs.  
Jansson, Andreas  
Johnson, R.  
Jesus, J. M. de  
Jonas, G.  
Kirkpatrick, M. C.  
Kelper, G.  
Karmann, S.  
Kirk, R.  
Kelson, W.  
Kuhn, F.  
Kneale and Streiff  
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Knapp, Jr., W.  
King, G. C.  
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London, H. J.  
Lyall, R.

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Ahmed Deen, I.P.C. 638 (2)  
Abdu Khan, I.P.C. 798

Blank, Miss, A. Arran  
Blank, Southport (1)

Buta Singh  
Bova and Co., Supt.  
Brewery.

Burke, Alli Khan,  
I.P.C. 836

Brimble, Capt. A.  
Bortolo, B.

Boba Singh  
Beever, Bonifacio

Chunda Singh, I.P.C. 585

Clarke, J.  
Chao, H. Y.  
Crane, E. H.  
Clydesdale, Miss

Collins, H. M.  
Cruz, M. B.  
Delhi, N. M. Khan  
Dean Singh, I.P.C. 547

Duff, A.  
Delbano, E.  
Dental, L. (2)

Fatmalee (Jombay)  
Felicie, Blaz

Fosuane, A.  
Ferreira, F. N. P.  
Fairis, G. (Singapore)

Friedman, R.  
Freiman, R.  
Fortesquen, H.

Gahor Khan  
Gewani Singh, I.P.C. 807

Garcia, R.  
Gulab Khan, I.P.C. 505

Gunda Singh  
Gleick, M.

Geary, Wm. (2)

Gonsaley, J.

Hand, J. (Manila); To

Constance Hand,  
Vic. Eng. School

Hongkong, Thomas

Harwood, Thomas  
Hasham Alli, I.P.C. 667

Hilton, St. John

Hissam & Co.

Hizar Khan, I.P.C. 616

Hissa, Miss O.

Hodge, Ed. G. (Port  
land (Maine), Re-  
turned.)

Hakan Singh, I.P.C. 602

Hall, J. L.

Harrison, R.

Hall, Capt. F. (2)

Haoishi, S.

Haynes, J.

Herman Singh (Sin-  
gapore)

Jawalla Singh, I.P.C. 614

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" Emma Juyken .....

" Hattian .....

" Manuel Laguna .....

" Metto .....

" U.S.S. Monadnock .....

" S. S. Monmouthshire .....

" S. S. Mon

